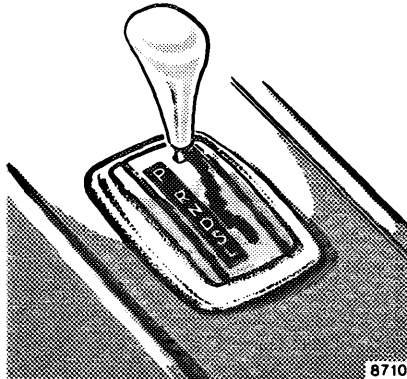


## Starting and Shifting Gears



The automatic transmission simplifies the handling of the vehicle. The individual gears are shifted automatically dependent upon selector lever position, vehicle speed and accelerator position.

### Hints:

When parking the vehicle or if working on the vehicle with the engine running, depress parking brake pedal and move selector lever to position "P".

### Warning:

Keep driver's foot area clear at all times. Objects stored in this area may cause impairment of pedal movement.

### Driving

Shift selector lever to the desired driving position only when the engine is idling and the service brake is applied. Do not release the brake until ready to drive. The vehicle may otherwise start creeping when the selector lever is in a driving position.

Test the service brake shortly after driving off.

Warm up the engine smoothly. Do not place full load on the engine until the operating temperature has been reached.

When taking off on a slippery surface, do not allow one driving wheel to spin for an extended period.

### Accelerator position

Partial throttle = early upshifting = normal acceleration.

Full throttle = later upshifting = maximum acceleration.

Depressing the accelerator beyond full throttle to kickdown position means downshifting to the next lower gear and thus maximum acceleration. If you ease up on the accelerator after having attained the desired speed, the transmission will shift up again.

### Selector lever positions

The automatic gear shifting process can be adapted to specific operating conditions by means of the selector lever.

#### "P" Parking lock.

The parking lock is an additional safeguard when parking the vehicle. Engage only with the car stopped.

#### "R" Reverse gear.

Shift reverse gear only with the car stopped.

### "N" Neutral.

No power is transmitted from the engine to the rear axle.

When the brakes are released, the vehicle can be moved freely (pushed, towed or tow-started).

Do not engage "N" when driving except when the vehicle is in danger of skidding (e.g. on icy roads, see page 56).

### "D" Drive.

Automatic upshifts to top gear. Position "D" affords optimum driving characteristics under all normal operating conditions.

### "S" Slope.

Upshift to 3rd gear only. Suitable for medium range up or down grades.

### "L" Low.

Upshift to 2nd gear only. For driving in mountainous regions. Since transmission will not shift up any further, this gear selection will make use of the engine's braking power.

### Important!

Do not exceed the speed limits for individual gear selections, which are correspondingly indicated by marks on the speedometer.

Do not attempt downshifting to a lower gear (braking effect) unless the speedometer needle is below the speed-limit-mark of that particular gear range. Over-revving could result in damage to the engine.

On slippery road surfaces, it is not recommended to downshift in order to obtain braking action.

### Maneuvering

To maneuver in tight areas, e.g. when pulling into a parking space, control the car speed by gradually releasing the service brake. Accelerate gently and do not pump the accelerator. To rock a car out of soft ground (mud or snow), alternately shift from forward to reverse, while applying partial throttle.

### Trailer operation

To prevent the engine from laboring at low RPMs, do not allow the engine speed to drop too low on uphill gradients. Depending on the degree of the incline, shift selector lever to positions "S" or "L" early enough to maintain engine RPMs within best torque range.

### Stopping

For brief stops, e.g. at traffic lights, leave the transmission engaged and control vehicle with the service brake.

For longer stops with the engine idling, shift into "N" or "P".

When stopping the car on a slope, do not hold it with the accelerator, use the service brake. This avoids unnecessary transmission heat-up.